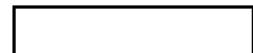


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March 1965

PHOTOGRAPHIC INTERPRETATION REPORT

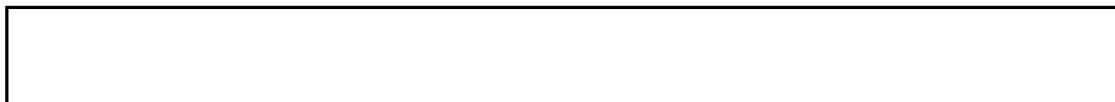
# CHANGES AT AIRFRAME PLANT NO 1 KUYBYSHEV, USSR



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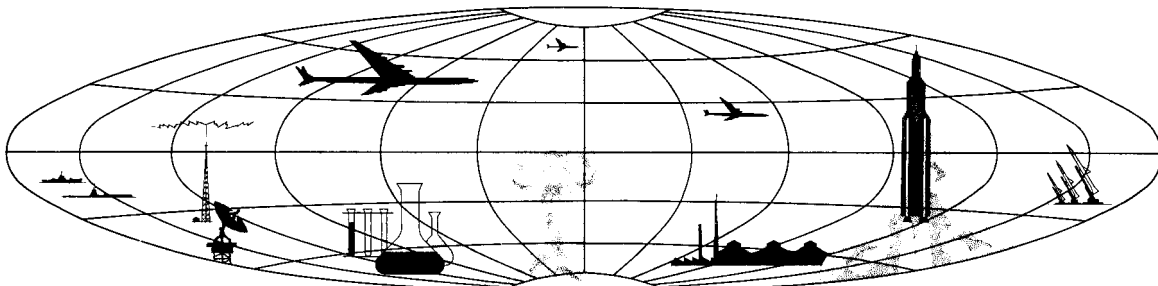
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## CHANGES AT AIRFRAME PLANT NO 1 KUYBYSHEV, USSR

### INTRODUCTION

Airframe Plant No 1 is located at geographic coordinates 53-13N 50-18E on the southeastern edge of Kuybyshev, USSR (Figure 1).

Detailed readouts of both Plant No 1 and the contiguous Plant No 18 have been presented in 2 previous photographic interpretation reports. 1-2/ This report is confined to an account of the changes which have occurred at Plant No 1 during the period

Excellent stereo photography of (Figure 2) permits refinements in both mensuration and analysis.

### NEW BUILDINGS

The only significant change in Plant No 1 has been the completion of a very large prob-

able assembly building with an extraordinarily high center section (item 1, Figure 3). A perspective drawing of this building is presented on Figure 4. A few minor service buildings have been added in the area north of the parking apron of Plant No 18 and in the plant freight station area. Dimensions of the principal buildings of Plant No 1 are given in the table on Figure 3.

### RAIL AND ROAD NET

The plant rail net has changed very little since Rail spurs in the area between Plant No 1 and Plant No 18 (between items 1 and 15A, Figure 3) were present in 1959. At that time several long rail cars, similar to those visible on the photography, and 4 multi-engine aircraft

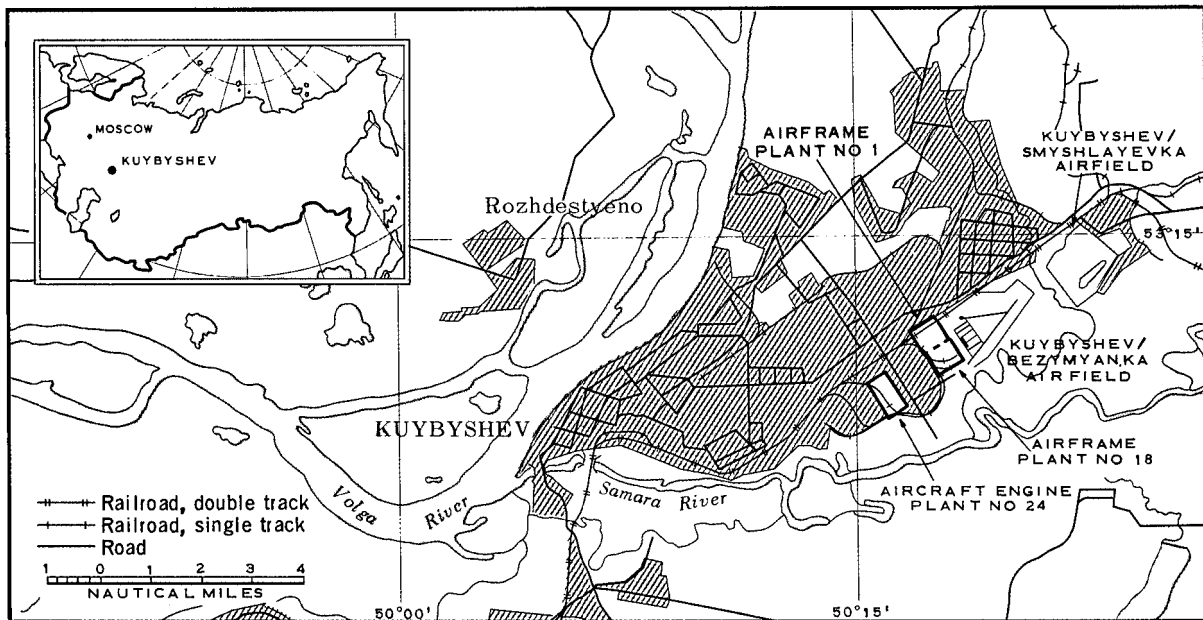


FIGURE 1. LOCATION MAP.

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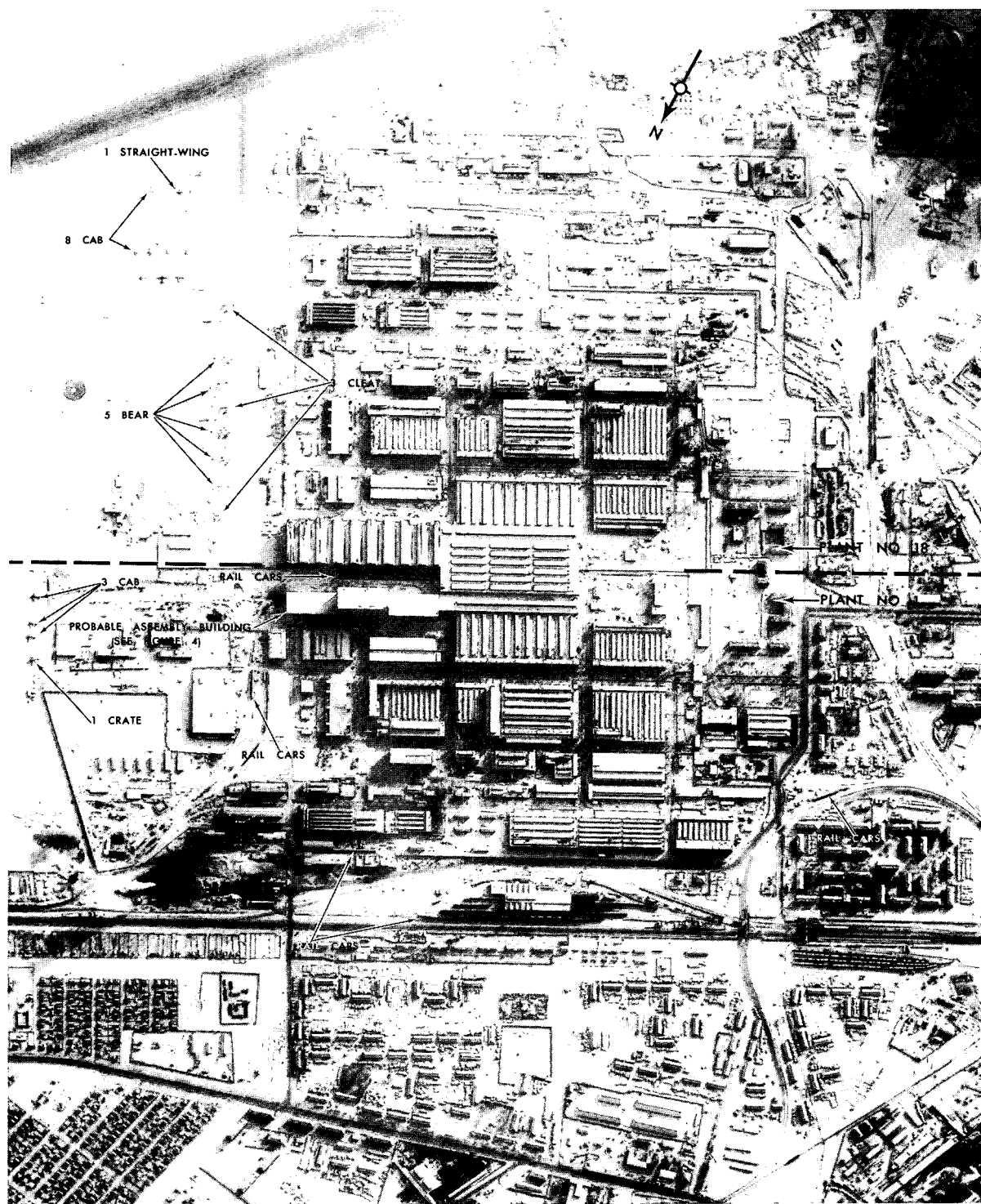


FIGURE 2. AIRFRAME PLANTS NO 1 AND NO 18, KUYBYSHEV, USSR,

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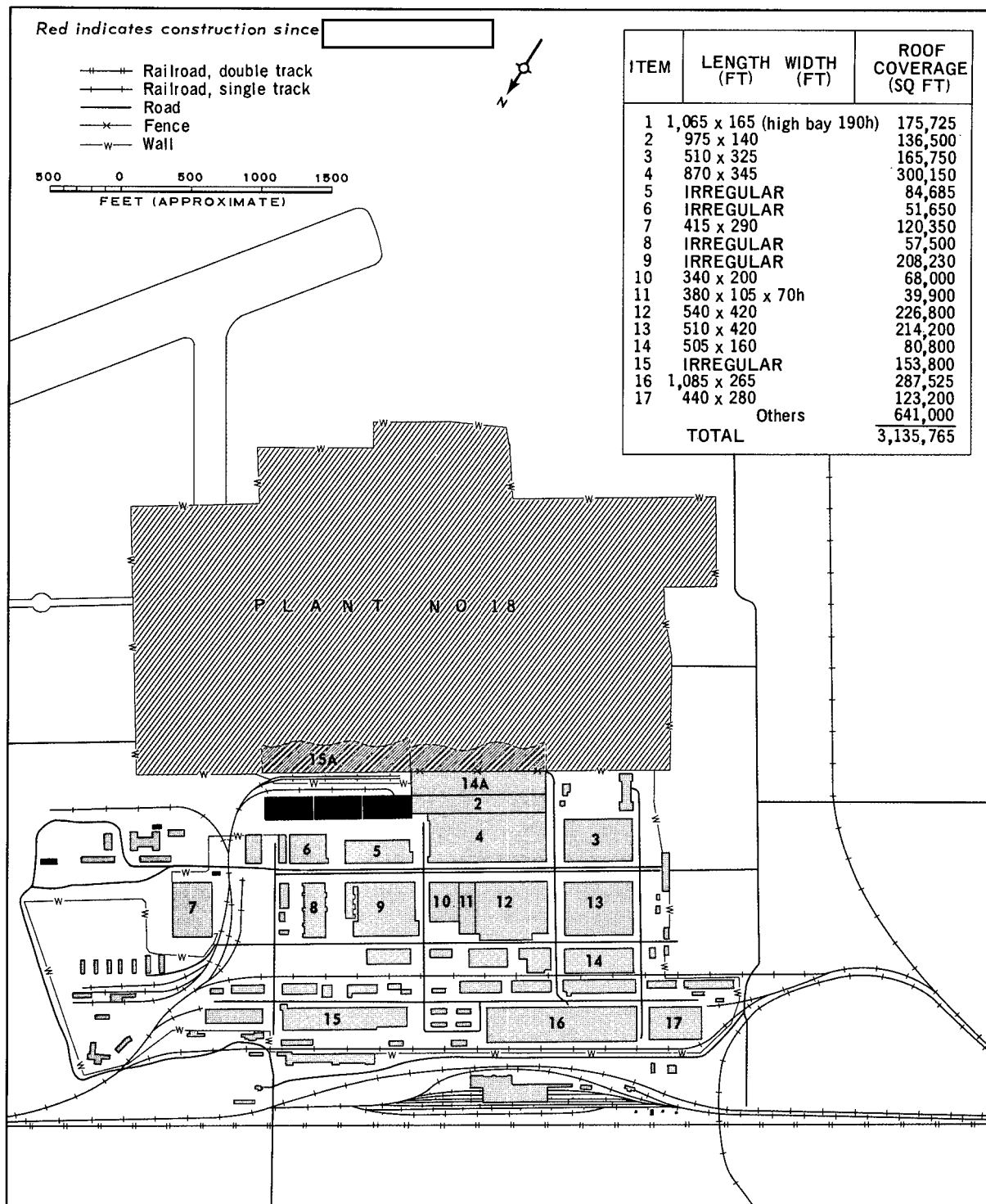


FIGURE 3. LAYOUT OF AIRFRAME PLANT NO 1.

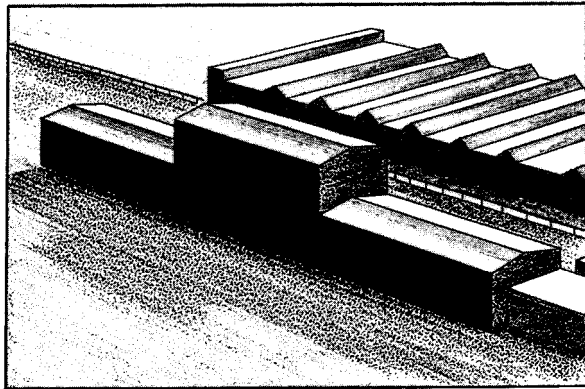
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FIGURE 4. PERSPECTIVE DRAWING OF PROBABLE ASSEMBLY BUILDING.

occupied the present open area and some of the space now occupied by the west end of the newly completed probable assembly building (item 1, Figure 3). The plant rail system is believed capable of transporting any objects or using any rolling stock that can be used on the USSR rail system at large.

The road system throughout the plant area, where the building density is high, is characterized by numerous 90-degree turns, and the main road entrance on the west side of the plant also has sharp turns. These conditions suggest that it would be difficult for unusually large vehicles to enter the plant or to move about within the plant area. The road which apparently enters the northeast corner of the plant area does not actually penetrate into the plant; rather, it skirts the northeastern perimeter of the plant area.

The system of rail spurs may have been designed to obviate the necessity for the use of large trucks.

## AIRCRAFT

Twenty-one aircraft were observed in the plant area on photography of [redacted] (Figure 2). Four aircraft (3 CAB, 1 CRATE) are parked adjacent to Plant No 1; the others (8 CAB, 5 BEAR, 3 CLEAT, and 1 straight-wing) are on the parking apron of Plant No 18. Annotations on Figure 2 show the locations of these aircraft.

## RAILROAD CARS

Four pieces of rolling stock which look like passenger cars are seen on the rail spurs adjacent to the probable assembly building on the [redacted] photography (Figure 2). The single car on the spur farthest from the building is 80 feet long, and the other 3 cars, which are on a spur nearer the building, are each 75 feet long. Six cars of a similar appearance are on 2 spurs southwest of a large building (item 7, Figure 3) at the western end of Plant No 1. The single car on the westernmost spur is 70 feet long, and the lengths of the other 5 cars, reading from north to south, are 75, 75, 75, 65, and 80 feet, respectively. Except for their unusual length, the rail cars in the plant area have no perceptible distinguishing features.

Approximately 40 rail cars, a few of which may be tankers, are in the yard adjacent to the north boundary of the plant. Five additional cars are just outside the plant area on the spur which enters the western corner of the plant. Neither these cars nor those in the rail yard have any visible distinguishing features and are not sufficiently well defined to permit mensuration.

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REFERENCES

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MAPS OR CHARTS

DIA. US Air Target Chart, Series 200, Sheet 0165-17HL, 4th ed, Dec 63, scale 1:200,000 (SECRET)

DOCUMENTS

1. NPIC. R-341/64, *Airframe Plants No 1 and 18, Kuybyshev, USSR*, May 64 (TOP SECRET)
2. CIA. PIR-39/64, *Airframe Plants No 1 and No 18, Kuybyshev, USSR*, Dec 64 (TOP SECRET)

REQUIREMENT

CIA. C-RR5-82,251

NPIC PROJECT

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